

Aviation News

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Key West Coast Aircraft Center: First photo of Lindbergh Field, San Diego, to be passed for publication since the war's end shows the important activities served by the 8,700-ft. runway. At right is Consolidated-Vultee's Plant 1 and its eight-story windowless general office building. At top is Convair's \$23,000,000 Plant 2, now declared surplus and up for sale by the government. Ryan Aeronautical Corp. occupies the industrial buildings bordering the central section of the runway and adjoining them is sprawling Camp Convair, once the headquarters of Convair's world-wide military delivery system. Rectangular point of land is the San Diego Coast Guard base. Various industries, including Solar Aircraft, are housed in buildings at end of runway, lower right. Barracks and parade grounds, top center, are part of the San Diego Marine Corps Base.

Army Decides To Press General Procurement Bill

Specialized aviation measure will be introduced later after policy is settled.Page 7

New Stop-Gap North Atlantic Fares Are Drafted

New York IATA conference names committee to report on operating costs.Page 31

Ceiling Zero

ALL FLIGHTS ON SCHEDULE

The new Honeywell blind approach Autopilot will bring pilots to automatically regardless of weather conditions. This new electronic Autopilot, developed primarily for the commercial airline market, is based on experience gained in designing and building more than 35,000 Autopilot Pilots for the Army Air Forces.

In addition to blind approach with the existing autopilot ground equipment, the new Autopilot provides increased simplicity of operation, a rate control which reduces discomfort of rough air, and automatic synchronization of the Autopilot with the pilot's controls, which eliminates the necessity of "unarming" the Autopilot before engaging.

The new Honeywell Autopilot, weighing less than 60 pounds, is offered as a basic system to which blind approach equipment and other accessories can be added at any time, all designed to produce increased safety and augment the pilot's capabilities. Honeywell/Honeywell Regulator Company, Ann Arbor, Michigan, 3648 Fourth Avenue South, Minneapolis 8, Minnesota.



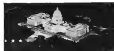
CREATIVE ENGINEERING
Makers of the famous 50-50 Electronic
Automatic used on AAF top engine models

HONEYWELL
CONTROL SYSTEMS



THE AVIATION NEWS

Washington Observer



VETERANS TRAINING—Veterans Administration is considering laying down standards for aviation training. This would be accomplished through establishment of standard rates of cost, and specifying what a veteran should receive for the money spent. Purpose would be to forestall possible abuse of the extremely liberal provisions in the law (AVIATION NEWS, March 4). If such standards are adopted, VA will cancel all existing contracts and reorganize on the new basis.

PERILS IN THE POND—Like the rings from a pebble thrown in a placid pond, a rumormongering Virginia state legislature last week was washed from afar (see Page 11). It would have caused aviation fuel bought outside the state but consumed while flying over the state. National Association of State Aviation Officials protested. Air Transport Association, Aeronautical Training Society and others sent observers to Richmond. Rumor the bill would have as a precedent that would almost certainly result in a demand that the Federal Government purchase aviation fuel, as well as increase regulation of air commerce.

RESEARCH LEGISLATION—The new Senate research bill (enlargement of the old Kilgore-Magnuson measure, S. 1720) is as objectionable to the aircraft industry, insofar as its present provisions are concerned, as was the original Kilgore bill which recently would have changed the patent system. Perhaps main objection is that the Government would get royalty-free licenses, even on inventions patentable by the industry, in time of peace.

CHALLENGE!—Civil Air Patrol branch are feeling more than somewhat closed about the actions of their

senior director for President Truman in Washington (see Page 10). Not only were President Truman and Gen. Spaatz present, but the latter drew out of the biggest corners of Congressmen to attend any dinner in recent Washington history. A majority from each house was present even though the dinner was on a Friday night when many Congressmen evidently are leaving for weekend trips back home. Attributing attendance to the big CAP national membership, one CAP spokesman said: "There isn't another aviation organization in the country that could get that many Congressmen to attend a single dinner in Washington."

TRANSPORTATION INVESTIGATION—Early House approval of the Lee resolution authorizing the Interstate and Foreign Commerce committee to undertake a thorough transportation investigation appears assured. Approximately 500 reports, expressing varying opinions on transport policy and recommending a wide range of changes in transport law have been received in response to Lee's request for information. Effect of the investigation on air transportation could be considerable.

AIRCRAFT PROCUREMENT—A sharp dispute is now in progress procurement and research activities is authorized in testimony by naval officials before the House Appropriations committee. The Navy plans to spend \$57,000,000 on aircraft procurement between February and July. Naval expenditures for plane construction amounted to only \$2,400,000 during November, December and January. BuAer plans to obligate \$120,322,000 for aircraft between February and July. The Bureau spent \$100,000,000 on research during the 1945 fiscal year, an unusually low figure it expects to spend during the first half of this year, on engineering flight.



New view of Martin XB7M-1 Navy dive-bomber shows fighter-like dive braked



Spaciousness in new Boeing transport.

Room to relax

Experimented air travelers as well as those who are making a first flight will appreciate the real spaciousness of Boeing's just new Stratocruiser.

They can lie back in deep cushioned seats, stretch out their legs and enjoy themselves. They can take a stroll along the 65-foot upper deck, or go down stairs to the lounge.

Space and comfort are designed into this first true super-transport. The main cabin is 7 feet 6 inches high and 10 feet wide—

considerably wider than a subway shopping car—its 80-inch height of seven feet. The unique double-deck layout adds real roominess that sets this airliner apart from all other competitive transports.

And along with its spacious luxury goes the most outstanding operating economy of any transport plane—a major contribution to the lower fares which are bringing the advantages of air travel within the reach of all.



Stratocruiser has lower deck lounge to spacious upper cabin.

The same skill in research, design, engineering and manufacture that produced the B-29 Superfortress and B-29 Flying Fortress now brings you similar advances in commercial transport airplanes built by Boeing.



BOEING
STRATOCRUISER

War Department Decides To Press General Procurement Legislation

Draft will be forwarded to Congress in next few months for action, specialized aviation measure will be introduced later after major policy decision has been made.

By WILLIAM KROGER

Congress is expected to receive within the next few months the draft of a general procurement bill which, although not specifically pertaining to military and naval aviation procurement, will affect the scope of a revision of the Air Corps Act of 1936.

After months of discussion, top War Department officials have decided to press for enactment of general procurement legislation before a separate aviation procurement bill is introduced. As previously reported in AVIATION NEWS, industry and the AAF have expressed some concern last passage of general legislation be regarded as obstructing the necessity for extra handling of aviation procurement.

Free Air Crisis of Question—Present plan, however, call for the general bill to be introduced with the approval of the War, Navy and Treasury Departments and the Maritime Commission. After hearings have been held, the revision of the Air Corps Act will be transmitted to Congress.

Strategy behind this is that the general bill contains a question of policy which AAF in particular is anxious to have passed on by Congress. It is that cost-plus-a-fee-like contracts may be used, with a 16 percent fee. On research and development contracts which industry also would like to be on a cost-plus-a-fee would be 15 percent.

Exact Time Not Set—Exact time of introduction of the general bill has not yet been determined. War and Navy officials are anxious that the "amiga" be made, to take advantage of the most favorable conditions transfer as reception in Congress is anticipated.

One favorable condition mentioned

is a presidential popular demand that this country's military strength be kept at a level exceeding that of any other nation. Another emergency is action on the revised aviation procurement proposal.

Conditional Banking—Some — it seems known that the AAF's recommendations that the general procurement bill be enacted will be conditioned on a later submission of the aviation procurement measure. This bill will bring up to date the

Air Corps Act of 1936, the statute under which aircraft and related material was purchased right up until the war emergency.

Delays in that law, it has been noted, were so great that the War Department was unable to build an adequate air force before the war and still remain within the scope of the act. Procurement policies were less centered and more flexible when legislation under the War Powers Act superseded the Air Corps Act.

Limits Experimental Types—In addition to the authority to purchase on cost-plus contracts AAF and the industry are anxious for the Air Corps Act to be revised because it does not permit procurement of experimental types in sufficient quantities to be given operational tests. The proposed revision would give the secretary of War and Navy power to "determine what quantity . . . is required to

Procurement Policy Statement

The aircraft industry and the air officers of the Army and Navy feel the declaration of policy in the proposed new aviation procurement bill probably is its most important feature. It definitely would cause Congress to place a policy favorable to the development of air power. Full text:

"The defense of the United States requires that there be a rapid expansion of our military and naval forces. The maintenance of that expansion can only be achieved by having the national government and acquisition by the military air forces of the United States of unencumbered supplies which are always more effective than those of any other power. It is the policy of the United States to develop and maintain an industrial establishment capable of rapid expansion in event of an emergency and of furnishing the United States with superior unencumbered supplies during a prolonged war.

"It is the policy of the United States that, subject to the appropriation of funds the Secretary be authorized to

(a) to obtain wherever and whenever possible the most advanced techniques of value to the

development of military aviation,

(b) to procure upon such terms and in such manner as he may consider desirable supplies, materials, ideas, designs, plans, information, reports, data, and services, and to contract with the contractor should be studied, tested or developed in order to foster the development of military aviation.

(c) to purchase unencumbered supplies necessary or desirable for the operation of this act in the form of his department in such manner and upon such terms as he considers will secure the national safety at the least and establish an industrial establishment capable of rapid expansion in event of an emergency and of furnishing the United States with superior unencumbered supplies during a prolonged war.

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LIGHTWEIGHT COPTER:

The new XE-38 helicopter built by G & A Aircraft, Willow Grove, Pa., is being used by the Forest Service and Rubber Co. It is described as the first lightweight helicopter to be designed by the AAF. It weighs "less than half as much as a new Ford car" the company reports, which would put the helicopter's weight at around 1,500 lbs. The XE-38 seats two persons in tandem. Its three-blade main rotor has a rotor head designed for smoother flying, and such vibration is said to have been greatly reduced. Specifications are expected to be released soon from Wright Field, where the XE-38 is undergoing flight tests.

permit complete and adequate experiments, tests and studies."

Perhaps a more compelling reason for the revision, however, is the declaration of policy which bans the death of the new bill.

Allows Contract Awards—Its most important section reads that the Secretary be authorized "to stimulate the development by private parties of superior aeronautical surplus by affording appropriate recognition, to persons making available surplus equipment to the Government, including the awarding of contracts to such persons for the production of articles embodying such surplus, if he finds that the national interest will be furthered thereby."

Commercial Air Transport Booming in Philippines

Sale of surplus aircraft in the Philippines is sparking a resurgence of air transport in the islands, according to Eric Bradley, Foreign Legislation Commission aviation director for the Philippines.

Several inter-island lines have been formed. One, Far Eastern Air Transport, began service Nov. 1 with four planes and now has 18 C-47s in operation. There is a tremendous demand for freight service and many Chinese merchants are buying planes to fly cargo to Chinese

markets. A number of former AAF flyers have been hired as pilots.

Uses Air Vessel—Inter-island operations are divided about 50-50 between passengers and commodities, sugar planters, copra planters, ranchers and even fishermen are requesting transport planes from the AAF. One Surberian estimated he could pay for his C-47 in 34 days. He makes a two-hour flight twice the best tour takes 36 hours.

Test Ends in Crash

Loss of a B-45 bomber, which fell in flames after miles off the Santa Monica cliff, shows that the B-45, during CAA evaluation tests may exceed North American Aviation's hopes of converting quantities of surplus B-45s to executive transport use.

Lost in the crash were J. D. McClellan, CAA engineer, who six months ago flew certain tests of the Lockheed Constellation and who was making the first participation flight in the B-45, Joseph E. Burton, North American Engineering flight section pilot, and Alton C. Cove, Jr., North American flight test engineer.

Had Failed Earlier Test—The B-45 previously had failed in most CAA experimental certification tests, and had been scheduled to run a new series of tests

AAF 'Interim' Plans

The "interim" program which the AAF will launch in July if its 1947 fiscal year budget is approved calls for an approximate expenditure of \$113,000,000 actually on plane procurement. It was drafted at hearings before the House Appropriations Committee. This will cover purchase of 1,400 aircraft at an average cost of \$809,000.

Of the \$80,000 provided through outlays in the interim program, 5 percent will be allocated overseas—\$39,576 in the Pacific theater and \$4,528 in the European theater.

New Plans—Naval aviation officials reported to the House Committee that the Bureau of Aeronautics is using a 1947 fiscal year appropriation totaling \$134,907,000—\$93,167,000 in cash and \$41,740,000 in contract authority.

If this appropriation is denied, the coming fiscal year naval aviation program will be reduced to a substantially larger scale than during the present fiscal year. The Bureau's 1947 fiscal year budget totals \$178,042,718, after post-war reductions in the original appropriation of \$144,127,363.

AAF Operations Funds Sur \$1,000,000,000

House Appropriations Group Aes said today that Gen. Eaker was permitted force is obsolete.

The House Appropriations Committee cut back appropriations for AAF operations by \$1,000,000,000 last week, after being informed by Lt. Gen. J. H. Eaker that the AAF, in cooperation with the Navy, is now engaged in "colossal" tests.

Gen. Eaker looked to the eventual acceptance of an advanced AAF as a result of concentrated scientific research, observers.

Delays in War—"The most pertinent lesson learned by those who engage in warfare is that the weapons used for war become obsolete as the termination of hostilities. The recent conflict just concluded is no exception, and it may be said that the age of scientific warfare has begun. Once the capacities of an offensive weapon are known, no nation would attempt aggressive action without first developing adequate defense measures against it. This fact, in itself, rendered practically every aircraft used in the recent conflict obsolete."

The House Committee concluded:

"That which science has achieved as peace may be put aside beyond such as may be definitely essential as an interim requirement."

Slash Increased—The committee cut an additional \$57,521,000 to add to the \$973,478,308 slash recommended by the Budget Bureau and proposed a savings \$1,890,644,000 AAF mission for the 1948 fiscal year in supporting out the second appropriation revision bill.

The bill also recommends a \$814,187,000 reduction in naval aviation operating funds. The Budget proposed a \$163,635,000 reduction, which the House Committee increased by \$94,000,000 to \$257,635,000. This reduction, added to the \$1,338,287,000 recommended in the first revision bill, leaves the Bureau of Aeronautics a total 1948 fiscal year budget of \$277,042,718, compared with the \$344,389,350 budget contemplated last July.

Remarks Not Affected—Neither AAF nor Navy aircraft activities are affected by the second revision, some movement, and it was disclosed at hearings that both aviation research programs will be on the upswing from here on out.

As a result of the AAF revision, Gen. Eaker declared "the magnificent Air Corps which administered the death blow to Japan will no longer exist." His hope for U. S. air domination was through a program of concentrated research pointing to "a new, small, powerful, ultra modern" force to meet the requirements of the new age of scientific warfare.

Revised AAF To Have Three Main Branches

Three major commands—Strategic, Tactical and Continental Defense—are contemplated in the reorganization of the Army Air Forces scheduled under the new commanding general, Gen. Carl A. Spaatz.

The new program will be tied in with the reorganization of the War Department, but it has not yet been finally approved by Gen. Eisenhower and Secretary of War Patterson.

It will eliminate the various AAF set-up of six assistant chiefs of air staff—personnel, intelligence, training, material and services, operations, communications and plans.

Probable Chain Command—Responsibility for the deployment and operations of very heavy bombers and very long-range fighters in the Strategic Air Command probably



LIGHTPLANE DIESEL:

Fred Thelmer, War Coast engineer, shows installation of his 120-hp. diesel motor in a Stear 4-10 which was successfully test flown recently at Long Beach, Calif. The four-cylinder engine weighs 215 lbs. and pushed the Stear 4-10 to a 50-mph cruising speed. Fuel consumption was two gallons of 100-oil-o-gal per hour.

will go to Gen. George Kenney, who was Gen. MacArthur's air chief in the Southwest Pacific.

Related for the command of the Tactical Air Group, which will include fighters, fighter-bombers, medium light bombers and troop-carrier aircraft to Maj. Gen. E. E. Quisenberry, who was the commander of the North Air Force Tactical Air Command during the battle of Germany.

There has been no indication as to the commander of the Continental Defense Command which will include day and night fighter-bombers and long-range reconnaissance aircraft. This command will be

charged with defense of the United States.

Not Especially Significant—No special significance was attached to the proposed reorganization in Army circles. It generally was regarded as a convenience to personnel activity, reflecting the views of Gen. Spaatz, and was expected after he took over from Gen. Arnold.

Non-Aviation Firms Buy Two More Surplus Planes

Two more surplus wartime manufacturing plants have been sold by the War Assets Corp., both to non-aviation firms. The aircraft parts plant at Bloomfield, N. J., operated by General Electric has been acquired by Lewis, Inc., for \$405,500 in cash. Plant cost the Government \$908,135. Rayco will use the facilities for manufacturing photomicrograph records and electrical transmitters.

The optical instrument and magazine used during battle at North Beach, N. J., formerly operated by Douglas Aircraft Corp. has been sold to Mendenhall Corp. for \$1,375,000, with a down payment of \$372,000 and the balance to be paid off over a period of 10 years at a 4 percent interest. Present fair value of the property is estimated to be \$1,364,000.

Surplus PQ-14's Sold

Seven surplus PQ-14s, Colson mail-controlled target planes, have been bought for the Far Eastern School of Aeronautics, Manila, P. I., previously for conversion to training purposes. The school, which opened Feb. 1, will give flying, ground, maintenance, navigation and radio courses. It is owned by Eastern Air Transport, Inc., and is active in numerous businesses in the Philippines.



ON AEROCRAFT ASSIGNMENT:

The 45,000-ton carrier Midway, largest, strongest and fastest ever built, now is heading a task force in the sub-Antarctic waters of the North Atlantic to test equipment and operational techniques in extreme weather conditions. Three destroyers and a tanker make up the force.

New 'Historical' Booklet Disregards Wrights' Aviation Contribution

Library of Congress aeronautics division chief, long critical of Kliebard's claims, uses this evidence to place credit elsewhere; Orville Wright cites record in answer.

A 38-page booklet, "Early Powerplane Flyers," recently produced to aviation historians appears to be the latest in a long-continued series of efforts by an historical board to belittle the contribution of Wilbur and Orville Wright to aviation.

Author of the booklet is Dr. Albert P. Zahm, chief of the Library of Congress aeronautics division. Dr. Zahm was chief expert witness for Glenn Curtiss in the old patent litigation between the Wrights and Curtiss. After the Wrights won the Smithsonian lawsuit in the 1914 fight trials of the famed Kitty Hawk Flyer, Dr. Zahm was observed for the Smithsonian lawsuit in the 1914 fight trials of the famed Kitty Hawk Flyer, Dr. Zahm was observed for the Smithsonian lawsuit in the 1914 fight trials of the famed Kitty Hawk Flyer, Dr. Zahm was observed for the Smithsonian lawsuit in the 1914 fight trials of the famed Kitty Hawk Flyer.

1914 fight trials made by Curtiss proved that the original 1910 Langley plane was the first powerplane capable of flight. These statements finally were repudiated and refuted in 1943 in a written apology by Dr. C. G. Abbott, then secretary of the Smithsonian. The Abbott paper was widely published.

The new Zahm booklet credits the patent of the powerplane to four other men, without so much as a passing reference to the Wrights. Chapter headings are "Ransom, Invention of the Aeroplane," "Gospel, Invention of Three-Engine Airplane," "Adair, First to Fly a Powerplane," and "Whitcomb, First to Fly with Helium Power." "Fudger, Unappreciated—Appraised from an aeronautical history standpoint, the booklet is most open to

criticism in its third and fourth chapters. It is generally recognized that the first two men mentioned, Ransom and Gospel, made no real progress in actual development of powerplanes beyond putting their claims about airplanes on paper.

But the chapters on Adair and Whitcomb are something else. With meager supporting evidence, Dr. Zahm claims that Clement Adair made the first powerplane flight in France, with a steam engine airplane on Oct. 9, 1890 and additional flights in 1891. And he explains that the discredited claim of Gustav Whitcomb, for a powerplane flight near Philadelphia, Pa., in 1866, also is well founded. These flights, if they had been made, would have preceded the Wright Brothers' flights at Kitty Hawk, N. C., Dec. 17, 1903.

"Quote Adair—Dr. Zahm offers as his only direct proof of the Adair claim, a statement purportedly made by Adair himself, and indirect quotations, published 20 years after 1899 from four men who claim to have witnessed early flights by Adair.

These men were interviewed in 1908, according to a French writer, Jacques May, whom Dr. Zahm quotes as reporting that they had seen Adair's plane, "The Eagle," fly at a slight elevation "about 50 meters" but were "uncertain as to the duration or distance."

"Wright's Answer—Orville Wright, from his Dayton, Ohio, home, has sent Aviation News a letter commenting on the Zahm booklet. Commenting the Adair claim he cites an official French War Department report that Adair had been unsuccessful in an attempt to fly in a development flight in 1897 which had convinced observers that such flight was impossible. "The report was published years later to prove that Santos-Dumont made the first European flight Oct. 23, 1906.

"That report," concludes Wright, "settles the claim for Adair with everyone except Zahm and a few others. Zahm didn't propose to be stopped with a thing like that and let the Wrights get the credit of being the first in the world to fly. He just went back six years further and decided that Adair had made a power flight in 1891—when no official commission was present to corroborate the claim."

"Whitcomb Claims—As for the Whitcomb claim about a 48-hp. kerosene-engine-powered monoplane with folding wings which made flights of two and seven miles over Long Island Sound in 1860, Wright cites the report of Dr. John B.

Crowe who made an investigation of the Whitcomb evidence with the aid of a grant of funds from Harvard University and published his findings in the National Aeronautics Association magazine. In December 1936 Crowe said evidence that Whitcomb made power sustained horizontal flights at any time is conclusive, that Whitcomb made short monoplane flights at different times between 1864 and 1885 is conclusive, and that Whitcomb made short monoplane flights prior to 1864 is undebatable.

Mr. Wright has presented additional evidence discrediting the Whitcomb story, in U.S. Air Service magazine (August, 1949).

"Booklet Agrees Near Powerplane the Zahm booklet is, as a whole, and laying aside the previous history of Dr. Zahm's opposition to the Wright brothers, it still appears as a one-sided story, starting much of the evidence which would have been available, to the writer. It is apparent that the booklet was not written with detached, impartial viewpoint. Instead, Dr. Zahm arrives at conclusions which are contradicted by other historical evidence which he has ignored.

—A. M.S.



Latest XP-84 fighter, unusual size of the XP-84, Republic jet-powered fighter, is shown here. Air unable to use one.

First XP-84 Flight Exceeds Calculations

Information that the new Republic XP-84 jet-powered fighter was among the world's fastest airplane is seen in reports that the craft exceeded engineering calculations in first tests recently at Muroc Field, Calif.

Although the new plane was not flown "all out," it was reported that given applications of power brought results in excess of what had been forecast by designers.

"Breaks in News—Temporarily designated the Thunderbolt, the XP-84 is the first U.S. jet plane to have its air intake in the nose. Powered by a new axial-flow General Electric jet turbine, it was designed and built under joint supervision of Republic and the Air Technical Service Command.

The jet model was flown to Muroc in an AAF C-97 transport from the Republic plant at Farmingdale, N. Y.

"Production Started—Republic already is in production on an AAF contract for over 100 of the new planes.

Performance details were not disclosed but the Army announced the statement that the XP-84 has inherited all of the better flying characteristics of its predecessor, the P-51 Thunderbolt.

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AVIATION GETS A BOOST

Gen. E. Sullivan, second assistant Postmaster General, was the morning here which resulted in the unusual photo taken at Worcester, Mass., last month when Howard Hughes flew TWA's "Star of California" to the New England City to pick him up and ferry him to Washington to attend an aerial conference. The famous Worcester newspaper attention on speak of its travel, advantages of airport, need for airport development, and—last, but far from least—film star Linda Darnell who came along for the ride. Above is a mad-made which was presented in service as a landing platform, are (left to right) Joe Barrell, TWA co-pilot, Worcester Mayor C. J. Sullivan, Mrs. Darnell Sullivan, and Commodore George J. Abella. Higher people over Mrs. Darnell's shoulder, and behind her are Everett Morris, Sullivan's treasurer and husband of Mrs. Darnell, and Glenn Ann Sullivan, the Mayor's daughter.

Senate Group Wants Power To Check On Plant Disposal

The Senate subcommittee on surplus property has proposed it be given sufficient funds and staff to act as a constant "watchdog" over disposal of surplus plants in order to speed the buying program.

Taking cognizance of repeated complaints, first by the Reconstruction Finance Corp., and now War Assets Corp., that Army-Navy failure to declare plant surplus is delaying their disposal, the subcommittee urged WAC to use the authority given it as the act to support such instances to Congress.

"Disposal Recalculation—As of Jan. 23, the subcommittee reported,



Schematic of XP-84. Front and rear views of the new XP-84, tentatively designated the Thunderbolt by Republic Aviation, show wide landing gear, stubby wings and nose air intake.



Schematic of XP-84. Front and rear views of the new XP-84, tentatively designated the Thunderbolt by Republic Aviation, show wide landing gear, stubby wings and nose air intake.

Surplus Plane Buyers Map Huge Deals

"Today you can buy your way into bankruptcy quicker and easier than at any time in history."

Charles E. Bibb of Glendale, Calif., probably the nation's most active used plane broker, delivered that philosophic gem the other day after having 35 surplus Douglas A-18 bombers to add to the nearly 300 assorted surplus aircraft he has bought in the last few months.

Purchases Soar—First quarter totals of RFC sales undoubtedly will show a fantastic surge of surplus planes beyond today's figures in the largest model typified by Bibb's purchases and the Paul Meier purchase of the entire supply of 569 planes at the Stillwater, Okla., depot (AVIATION NEWS, Feb. 19).

Profitable Classes—Probably the most secure surplus speculators are purchasing small lots of planes having a ready market—trains for loading and unloading, and even personal aircraft, two-engine light transports for meditation as executive planes, large transports for non-scheduled air freight and special charter duty, and, to a lesser degree, fighters and light



Surplus P-38 Specified: Forrest Bird (center), president of Bird Airways, Long Beach, Calif., Municipal Airport, and specialist in purchases and sales of P-38's, hands Marvin E. Ponzio, chief pilot and son of Al Johnson, Salt Lake City endurance racer, purchase papers on two planes bought by Marvin's father. Her Way, noted Indianapolis racer (right), has bought the plane P-38 in the background.

bombers for modification to photographic and experimental usage. **P-Courses** P-38M Market—A good example of the type of speculation is given at Long Beach, Calif. Municipal Airport where Forrest Bird, owner of Bird Airways, holds what he believes to be a "corner" on usable P-38M two-seat Lockheed night fighters.

At the Kingston, Ariz. RFC depot he bought 100 night fighters, apparently the entire supply at this type, with a hoped time of under 10 hours per plane for \$1,250 each. In two weeks he had sold six. Experimented the term—Buyers of P-38's for the most part have been engineering corporations whose agents contemplate experimental use of them in testing engine accessories and components at high altitudes. Also there have been individual buyers such as Al Johnson, Salt Lake City auto racer and endurance record holder, who bought two and probably will use them. Albinus expects in new cars, and Rex Marx, twice a second-place winner in Indianapolis Speedway races, who bought one to use experimentally for products of his racing barter, Brown-Snell Corp.

E. J. Foley Promoted

E. J. Foley has been appointed assistant to American Airlines Vice President T. C. Drinkwater at Washington. Foley joined American in 1943 as assistant to the vice-president in charge of engineering. He recently has been supervising the elimination of operating regulations and procedures at headquarters in New York City.

AVIATION CALENDAR

March 14th—San Francisco Airline Exhibition at SFO.
March 15th—1945 American Tour Conference opens in Palm Springs, Calif.
March 16th—1945 Air Transport Conference opens at the Waldorf Astoria, N. Y. C.
March 17th—1945 Aviation Conference, All-Atlantic, Atlantic City, N. J.
March 18th—1945 Airline Conference, All-Atlantic, Atlantic City, N. J.
March 19th—1945 Airline Conference, All-Atlantic, Atlantic City, N. J.
March 20th—1945 Airline Conference, All-Atlantic, Atlantic City, N. J.
March 21st—1945 Airline Conference, All-Atlantic, Atlantic City, N. J.
March 22nd—1945 Airline Conference, All-Atlantic, Atlantic City, N. J.
March 23rd—1945 Airline Conference, All-Atlantic, Atlantic City, N. J.
March 24th—1945 Airline Conference, All-Atlantic, Atlantic City, N. J.
March 25th—1945 Airline Conference, All-Atlantic, Atlantic City, N. J.
March 26th—1945 Airline Conference, All-Atlantic, Atlantic City, N. J.
March 27th—1945 Airline Conference, All-Atlantic, Atlantic City, N. J.
March 28th—1945 Airline Conference, All-Atlantic, Atlantic City, N. J.
March 29th—1945 Airline Conference, All-Atlantic, Atlantic City, N. J.
March 30th—1945 Airline Conference, All-Atlantic, Atlantic City, N. J.
April 1st—1945 Airline Conference, All-Atlantic, Atlantic City, N. J.
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PRIVATE FLYING

Eldon, Mo., Airpark Lease Contract Seen As Model for Other Cities

Developed after consultation with recognized aviation authorities, it will be made available to other municipalities seeking to establish similar developments.

By ALEXANDER M. SURELY

A 10-year contract between the city and Associated Airports, Inc., Kansas City, Mo., for the operation of the Eldon, Mo., Airpark is seen by Missouri aviation officials as a model contract suitable for guidance of any other municipalities seeking to establish airports or airports.

Developed after consultations with many recognized aviation authorities, the contract will be made available to airport committees, airports, and civic leaders of other municipalities.

Comments Listed—Among groups which consulted with the Eldon committee and the sponsor on the contract were the aviation division of the Missouri state Department of Resources and Control, the CAA Washington legal staff, Pitts Regional CAA office, Kansas City, National Aeronautics Association and the Kansas Aircraft Association.

The leasing contract reserves for the city the following rights:

To further develop or improve the landing area so as to meet the regulation of the airport or views of the lessee and without interference or hindrance.

To maintain and keep in repair the landing area and all publicly-owned facilities, together with the right to direct and control all activities of the lease in this regard.

The further action to operate the airport "for the use and benefit of the public" to make available all facilities and services to the public without unjust discrimination and to refrain from imposing or levying excessive, discriminatory or otherwise unreasonable charges or rates.

Call For Franchise Service—The sponsor contracts to appoint a "reliable, experienced and proper person" as airport manager, who will reside in the vicinity of Eldon. He will be in complete charge of the airport, devoting his entire time to its management.

"He shall diligently operate, direct and control all aeronautical, aircraft service and aircraft operation at the airport and it shall be his duty to see that the airport is maintained in a safe and proper manner at all times and that prompt and courteous service is available to the general public."

Change Is Significant—It is believed that this is one of the first times the matter of "franchise and lease" has been handled in this manner.

To maintain and keep in repair the landing area and all publicly-owned facilities, together with the right to direct and control all activities of the lease in this regard.

To further develop or improve the landing area so as to meet the regulation of the airport or views of the lessee and without interference or hindrance.

Dedication Set

Dedication of the Eldon, Mo., Airpark will take place Saturday and Sunday, June 16, when the field, which already has been opened to flyers, is expected to be the center of an extensive exhibit of new airplanes and other aviation equipment.

Many private flyers and national aviation figures are expected to fly in Eldon for the occasion which is being arranged by Mayor Dale Bond of Eldon, Mo. Airport committee, and Gene Froyhof of the Missouri State Department of Resources and Development aviation section.

Complete Service—at an airfield has been made the subject of a contractual requirement in view of the low standards of service prevailing at many airports throughout the country, the clause is particularly significant, and may be copied in many future contracts.

The contract contains further: **To erect suitable repair and service shop, hangar, administration building, covering engineer's office, lounge, lobby and public restrooms (Any other buildings erected may be purchased by the city, at a rate to be determined by three appraisers, at expiration of lease.)** **To carry public and property damage liability insurance on its aircraft, in the joint names of lessee and lessor.**

To issue buildings owned by it, against fire and windstorm. **To provide flight instruction, airplane rentals, airplane charters, airplane sales and related merchandise, parts, supplies, service, storage.**



"CARPORT" FORECASTS TREND:

Forecast is a wide and deep forward open the garage of a Los Angeles model home is called a "Carport" by its maker—Ingalls, Fritz B. Burns, who says it anticipates the day when home owners will stop landing and housing spaces for family airplanes.



DETACHABLE SKIS:

The new Cessna Model A-2 equipped with skis designed by Caid Aircraft Co., Altus, Wyo., which attach directly to the wheels. The skis may be stored in the plane and are easy to attach, allowing the pilot to use either wheels or skis as needed in the mountain country where the Cessna usually is used.

signs and suitable ground transportation.

►To file and display prominently a schedule of fees for services.

►To keep accurate record of income and expenditures.

►To permit the State Department of Resources and Development to make inspections and to use the airport for development and testing new materials and equipment for airport and airport construction maintenance and development.

►To notify the city 30 days in advance of any change in fees.

►**San Lenos To Government.**—The city also received the right of leasing the border area in war or national emergency to the U.S. government, and regulated no portion of the lease should be considered to prevent the city from receiving federal or state funds for the park.

In addition to the contract, the Eldon Airport is subject to four new city ordinances also required by the state officials to modernize the old one—a five-acre airport lease, to include revenues and to allow operation with a bonded treasurer. A second provision has the licensing of every commercial operation at the airport, with a fee of \$100. The other ordinances prescribe field rules and authorize the city to enter into the lease.

NACA To Reveal Lightplane Projects

Research projects of the National Advisory Committee for Aeronautics for development of better lightplanes will be discussed by aircraft manufacturers and NACA

representatives at the meeting of the Personal Aircraft Council of the Aircraft Industries Association, March 22-23 in Washington. Donald G. Johnson, of NACA's technical staff will review his organization's lightplane research program (Aircraft News, March 4).

A proposed new system for identification markings for civil aircraft in a standard size, in another subject on the agenda. The new plan which is expected to be transmitted to CAA, the father document would eliminate the marking from the upper wing and standardize the use lower wing marking to a size 12 in high and 70 in. long. The standard marking would be 2 in. high and 15 in. long.

►**Would Use More Letters.**—It is further suggested that a combination of numbers and letters be used in the identification markings, such as NC 45234. The proposal has been developed by engineers of the lightplane manufacturers as another step toward standardization. Present regulations determine the first six characters in a code to the size of the wing.

AIM PILOT RATING ON IMPACT CRASHES

It goes down
City and State

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SOFA PILOT REPORT:

Arranged Owners & Pilot Association is supplying its members with postcards on which to report conditions and service at airports and which they fly. As their other members to check airport conditions, display airport operations will become more and more of a liability and good airport operations were still good of an asset.

New Organization Will Promote Establishment of Flying Clubs

Non-profit association would serve as medium for exchanging information on operation and unite all local groups in nationwide group to foster aviation interest.

Plans to promote establishment of flying clubs at private flying airports throughout the country to enable more people to learn to fly eventually have been announced by the newly formed National Association of Flying Clubs which has established temporary offices at 531 National Power Bldg., Washington.

Officers of the association are Joseph Vroom, airport inspector at Washington National Airport, president, and William L. O'Leary, executive secretary.

►**National Group Is Also.**—The organization, still in its early stages, wishes to spread "safe flying" Vroom reports, as a service headquarters to existing flying clubs and to supply new clubs with information as to operating procedures. He proposes to unite all club flyers into a national group.

"It is obvious that the costs of flying to the individual must be reduced so that flying is brought within the reach of persons of moderate means," Vroom asserts. "At present, the average American citizen finds it necessary to pay approximately a full day's wage in one hour. A practical and proven means of reducing such cost is necessary to permit participation in flying by the average citizen has been found in the flying club. The average flying club members saving to each member of approximately 80 percent of the cost of owning or owning an airplane."

►**Extra Profit Shared.**—A specific project will be "to assist the airport operator in obtaining additional profits by promoting additional interest in light aviation." This project is directed at a number of "short-sighted" operators who oppose flying clubs or fail to cooperate with them, because they believe the club interferes with aviation.

The association maintains that clubs are not competitive with the operator's plane service since most of the flying club members would not be able to fly at all, if they had to pay the hourly rentals customarily charged.

►**Club Paid.**—A poll taken among flying club members in the Washington, D.C. area, where there are

38 organized flying clubs with approximately 800 members, indicates that the flyers who would fly approximately 100 hours a year with the flying club fly for less than 10 hours a year in rental planes, Vroom says.

The airport operator who encourages the flying club, the association believes, will be building up a reserve of people free, ready of whom eventually may buy planes from him and use his facilities for their own service. Meanwhile, he may profit by selling the flying club a plane, servicing it, and hanging it at his standard rates.

►**Adult Flyers.**—The association officers stress that a number of poorly equipped and operated flying clubs have failed. It proposes to set up standards of organization and operation including bookkeeping forms etc., based on experience of successful flying clubs. These will be revised and improved by exchange of information among the various clubs which are expected to become members.

A handbook on the formation, management and operation of a flying club now is being prepared.



Flying Club Association President, Joseph Vroom, center, airport inspector at Washington National Airport (second from right above), is sponsoring the National Association of Flying Clubs. Photo shows Vroom and four other members of the Progressive Flying Club, which flies at Hyde Park, Clinton, Md., where most other flying clubs also are operating.

by Vroom and is expected to be published soon. The association officers expect to supplement this book with advice to club members on preferred practices as they relate to individual problems.

The Association proposes to establish three divisions of membership: regular, for flying clubs; cooperative, for all companies interested in flying clubs; other than plane manufacturers, and, lastly, for all personal aircraft manufacturers.

Michigan Fairgrounds To Become Airpark

A successful center and drive-in theater will be features of the new Grand River Airpark, which is being constructed on 100 acres of the old West Michigan Fairgrounds at Grand Rapids, Mich.

Construction of the old grandstand into an observation deck and the adjoining parking area is 140 by 200 ft. hangar and maintenance shop is planned. In addition, 35 10-bedded trailers are to be built. ►**Seaplane Base Planned.**—Three turf runways, one of 2,000 ft. and two of 1,800 ft. each, will be constructed, while a seaplane base will be added on Grand River. The airpark has 2,000 ft. storage on the river.

A roller skating rink, stores, shops, a restaurant, an 18-hole golf field, club rooms, a drive-in theater and picnic grounds are other facilities planned. It is expected that

Voyager Performance Analysis

Improved performance more than compensating for the increase in weight is shown in an analysis of the two-place Stinson Voyager 210 as compared to the six-place ancestor, the Voyager.

The analysis disclosed recently that the Stinson Voyager 210, which weighs 1,100 lbs. is only 100 lbs. more than the pre-war three-place Voyager (1,000 lbs.), but the 210 will carry a useful load of 640 lbs. or 15 percent of its empty weight as compared with the early Voyager's 415 lb. (58 percent). The improved performance is attributed partially to ad-

vances in engineering and design incorporated in the new plane, although the increase in power from 50 to 110 hp. was a factor.

The Voyager 210 has a maximum range of 900 miles or about 300 for the pre-war plane. However, the 40 hp of fuel required to load the full 900 miles will use up all but 8 in. of payload (left after the weight of the pilot, three passengers and two pilots) of its full load in the Voyager 210, then will carry four persons without baggage 500 miles. Four persons with baggage should have full distance or three persons with baggage 900 miles.

Two-plane Thorp craft, to be independent project, is valued at \$1,300 listed new, \$1,000 eventually.

Two-plane Thorp craft, to be independent project, is valued at \$1,350 level now, \$1,000 eventually.

... ..

Design simplicity and high performance are the aims of a new nightplane which John W. Thorp & Co., Burbank, Calif., is to test fly in mid-summer.

There was the designer of Lockheed's single-place experimental little Dipper and his independent-r-produced new two-place Sky Baster will have a marked error resemblance to the Dipper.

Projected Performance—Thorp is seeking a service rating of 16,000 ft, a 450 ft/sec. initial climb, a climb over a 50-ft. obstacle at 100 ft., and ability to land over a 50-ft. obstacle in 400 ft. 25% better than the all-metal plane can be sold for \$1,800 during initial production, and later for \$1,600 or less.

Despite its 25-ft wingspan (the span of the single-seat Little Dipper) and 17-ft 6-in. length, the Coy Blaster will offer shoulder-level cabin width of 38 inches. Pilot and passenger will ride well forward, directly behind the firewall, while the fuel tank will be located behind the cabin's luggage compartment.

Thorn has estimates on eventual installation of a lightweight two-cylinder 54- 68-hp engine. Thorn anticipates a 25- 40-mph landing speed, 180-mph cruising speed and 80-mile range.

Naval Control Systems—The plane is to be airtight and watertight. Stick and pedal controls will be used, tube-linked to control surfaces. Flaps will be lever-operated.

A free-moving horizontal stabilizer will be used instead of the conventional semi-fixed stabilizer-actuator elevators. An anti-servo flap in the trailing edge of the Thor-

Boothner-elevator will tend to neutralize the control surface and relieve the pilot of a large degree of control effort in level flight through turbulent air. These claims

Simplicity Is Also—Thorp declares he wants to avoid costly "frills." Reflecting that aim will be the use of 34.52 industrial arcs on the glider's non-retractable tricycle landing gear instead of \$14 special

Minimizing of curves will permit to a large degree the application of a "wrap-around" skin on the lathe.

Plus for a \$1,000,000 expense

Plans for a \$1,000,000 expansion program at Taylorcraft Aviation, Alliance, Ohio, which Nash, president, says will more than triple the present output of 13 planes a day, have been announced.

A new assembly wing, 1,944 ft x 100 ft will add 200,000 sq ft. of floor space, and will be ready by June 18, Koss said. In addition the plant is building a half-mile railroad siding to eliminate truck- and plane- and materials to and from the plant.

Oven Scanline Range

A. marmosini (Fig. 1a) was found in the same

A scupline ramp is part of the \$450,000 program of remodeling the Cavalier Hotel at Virginia Beach which has been released by The Navy.

THE JOURNAL OF THE



Am. 23-Aug. Globe 84-41 2400

pages 13-14. Globe South says, please, personal plans, complete except for you to enter your plans, make a "vertical island" review from Chicago's State Street to the third floor of the department of The Hub, Henry C. Lutton & Co. store Harry Caplan, former Army transport pilot, has been named to head the store's creation department. The plane was flown to Sky Harbor Airport, near Chicago, from the Globe plant at Ft. Worth, and transported by truck from the airport to the store.

1000

State Troopers' planes, most of them brand-new, serving highway duty were wrecked at the Taylorsport plant at Allison Oaks recently, along with a number of cars. Some from their bedrooms and bunkbeds there about the plant. Forty-eight of the planes were stacked down but the face of the wind was so great it pulled up the beds and tossed the planes on top of 12 others, which were moored nearby in heavy concrete blocks. Most of the planes were damaged beyond repair, the company reported. Loss, estimated at \$205,000, was partially covered by insurance.

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POST-WAR F-24—First post-war production Fairchild F-24 was to be completed at the Texas Engineering & Manufacturing Co. plant at Dallas, Tex., last week. The plane, essentially similar to the pre-war four-place Fairchild plane is being produced by the Texas organization under sub-contract with the Fairchild Engine & Airplane Corp.

SEAPLANE BASE APPROVED—Approval of a permit to operate a seaplane base on the Mississippi River at the foot of Market st., St. Louis, was granted recently by the Board of Public Service, to Maxon and Cecil Pitts, Hartford, Ill. They were authorized to acquire a 500-ft. bargin off the levee for use as a moorage, hangar, shop, office and restaurant. In their passenger charter service. The board rejected two other applications to operate seaplane bases.

PAPER EXPORTS—Fifteen percent of Paper Aircraft Corp.'s future plane production will be allocated for export. Planes already have been shipped to Hawaii, Alaska, Portugal, China, Mexico and a number of Latin American countries. Canada will be supplied by the Cub Aircraft plant at Hurdville, Ont. (AVIATION NEWS, Oct. 28, 1945). The date for resumption of operations at the Cub assembly plant operated at Copenhagen, Denmark, before the Nazi invasion has not yet been decided.

FIREFSTONE CATALOG—Firestone Tire & Rubber Co., Akron, Ohio, is making available to private plane owners a new catalog catalog of aviation accessories as a part of the organization's dealer-help program in promoting sales of aircraft supplies through its dealers and distributors. The new catalog lists 1,000 items of aircraft accessories, ranging from \$1.00 to \$10,000. It is 30 states and Alaska's operating airport aerial maps with complete lists of Firestone aviation supplies. New products added to the list for 1964 include plastic windshield, aluminum tailfeathers, emergency, rubber, and other accessories. The catalog is available to private plane owners by applying its merchandise experience gained in operating hotels and some supply retail stores in the aviation field, and is offering stores and individuals the opportunity to obtain the catalog in addition to supplying their merchandise requirements.

METERS BUILD PROTOTYPE—Meyers Aircraft Co., Tecumseh, Mich., pre-war manufacturer of two-place open biplane trainers widely used in the CPT program, recently completed an experimental two-place closed monoplane powered with a 125-hp Continental engine. This appears to be the company's first post-war bid in the lightplane market. The new prototype, designated Model MAC-125-C, has been granted FAA experimental license No. 34336.

LIGHT-PLANE REFRIGERATOR—A new lightweight refrigerator for carrying chilled food, beverages, fish and game in sportsmen has been developed by Colpak Corp., 5264 Beverly Blvd., Los Angeles. The unit is 19 in. deep, 18 in. wide and 14 in. high. It is made of aluminum and is driven by a rubber tire motor. It has a built-in thermometer for telling the user the temperature. It is insulated with aluminum foil, the unit weighs 25 lbs., measures 14 x 18 x 15 in. The lid is sealed with a rubber gasket and the compartments are separated from the outside by layers of insulation.

Alexander McQuay

Dean Flanagan's Airports: Transformation of 120 acres of the old West Michigan Fairgrounds at Grand Rapids, Mich., into a condominium and an airport base for private planes is under way. Plans include an 18-hole golf hotel, outdoor theater, restaurant and other facilities. The old grandstand will be converted into an observation deck. Sketch above shows 1) administrative building, 2) jet stairs, 3) theater porch, 4) other parking, 5) jet facilities for planes, 6) restaurant, 7) hotel and amphitheater, 7) T-Boomer, 9) observation building and tower, 9) airport deck, 10) restaurant. Hand shows details of airplane facilities in Grand Rapids.

rency of the facilities will be leased at arms-length, while hangar storage and pile service will be under strict management.

They have leased the site for 56 years on a \$3,900 a year rental, with option to purchase for \$50,000. Negotiations for subsiding installation of a \$180,000 machine shop establishment at the strip are underway.

Abstracts available for the following journals:

Arrangements to establish Accro credit for Civil Air Patrol work, both for adults and reserve officers who participate, now being completed by the AAF, are expected to supply added incentive to CAP in all new civilian status.

While details still are to be determined, top AAF officers have agreed to the following general guidelines:

► CAP cadets who finish a certain number of courses in military training, etc., will receive preferred status if they enter the Army. Harbo-

ture, while the course gives CAP cadets have been considered of benefit to the individual who entered the Army or Navy, he received no official recognition.

• AAF reserve officers will receive medals for work as instructors to leaders of CAAF radio course.

May Link With NRA—The National Rifle Association has proposed an arrangement for issuing of CAP medals. The American Red Cross has asked CAP cooperation in forming local disaster relief organizations, similar to projects carried on in wartime. Some states are expected to work with the Air Tower League in a cooperative dis-

under which an organizer, picked by CAP and financed by APL, will work to form APL clubs which will serve as supporting units for CAP.

» **Dinner Well Attended**—Between 300 and 400 members of Congress attended the dinner given in Washington last week by CAP for President Reagan and Sen. Bob Dole.

Gen. Spurr described the future function of CAP as an auxiliary to the AAF, as "A liaison between the planners of our strength and our pilots and navigators of tomorrow." He revealed the organization's wartime contributions, comparing it to the volunteer fire brigades which served before the creation of city fire departments.

Aircraft Shares Hold Relatively Firm Despite Recent Selling Wave

Were less vulnerable as result of lagging performance during 1945 market rise, average decline is close to 20 percent, still materially over last year's low points.

Aircraft shares held relatively firm as the wave of selling hit but the markets overall. In the main, markets of 1945, aircraft equities were laggards and failed to participate in the price appreciation that attended other groups. Accordingly, in the recent correction of recent prices, aircraft shares were less vulnerable.

The accompanying table reveals the extent of the declines for major aircraft and aircraft-equipment companies. Decreases from 1945 peak prices range from 9.6 to 37 percent. The average is closer to 20 percent. The general market decline on an average of about 34 percent is an recent break. Airline shares during this same period broke to reach a 36 percent (AVIATION NEWS, March 4).

Position Recognized.—Despite their recent decline, aircraft shares are materially above their low points of 1945. It is evident that the abnormal string underlying position of the aircraft industry is receiving wider recognition.

Although military orders have been cut back, the leading aircraft

builders have a comfortable backlog of orders to assure highly satisfactory operations well into 1947. Moreover, the current financial picture for many of the companies is quite healthy with working capital almost net for from market prices.

Conservative News.—With commercial deliveries to predominate in 1946 and 1947, profit margins are bound to be much higher than on orders for the interim. In many cases, this should compensate for the loss in volume.

Despite, which at its low point was off less than 15 percent from its top, reflects this favorable position. North, off less than 15 percent from its peak, also is fortified with commercial orders and is expected by the market to do well. Fairchild, despite its relative limited market, showing on the New York Curb Exchange, remains more than twice the price of its 1945 low and only 12.2 percent below its 1946 top.

Paper Drop Sharper.—Also on the Curb, Piper experienced the sharpest decline of the entire aircraft list, depreciating 37 percent. That is probably due to the sharp run-up it

previously experienced. Nevertheless, the current price is 380 percent above the 1945 low.

The sharp declines of 34.2 and 35.4 percent for Grumman and Consolidated-Vultee, respectively, are also in part attributable to the previous sharp appreciation shown for these issues. Grumman previously has enjoyed wide investment favor due to its conservative management policies and assurance of over-capacity in plant facilities. The forced conversion of Consolidated-Vultee's preferred probably was a stain on the common. However, just prior to the announced reorganization, the common showed remarkable strength and attained price levels which facilitated the retirement of the preferred by conversion.

Accessory Group.—Among the aircraft accessory group, Henry was the hardest, declining only 15 percent from its top. None of these parts or accessory companies had any losses in market price and even traded the upward leaders in any values that may have occurred.

This group has remarkable stability of operations and has considerable spare facilities in adjusting its facilities to the changing fortunes of the industry. For this reason, generally, there is a far less speculative interest in these companies and market fluctuations are bound to be far less extreme.

Display Is Increasing.—The recent display of resistance to the market selling wave by the aircraft group, is heartening to the industry's supporters. To assure this may well be an indicator that in any subsequent market upward moves, the aircraft shares may be as considerable better.

Disolution of Brewster Set for April 5 Vote

Stockholders of Brewster Aeronautical Corp. will meet April 5 to vote on the proposed to dissolve and liquidate the company.

According to Preston Lockwood, president, the board of directors decided the company's prospects for profit were too poor to continue in the aircraft business, and that conversion to another line in which the company is not experienced would not be in the best interests of the stockholders.

Brewster at one time early in the war held similar Navy contracts for fighter planes, but later production difficulties finally resulted in cancellations. Following several changes in management, the company for a while was operated by the Navy.



The superb Silvaire you've been waiting for are rolling off the line NOW! With their unusual flair for the air, they are all you've hoped for—and more. Advanced in style and aerodynamic design, the Silvaire is precisely balanced, always stable in flight—yet responds instantly to finger-point control. High speed per H.P. gives minimum cost of operation per grossed mile as you quickly roll the miles behind you on cross-country jumps. . . . yet

with its low landing speed you can set your Silvaire down in the shortest landing fields. Safety tested and proved for more than 12 years, the rugged, all-metal structure and the SAFETY ZONE cabin of the Silvaire make it the ideal personal plane for business, for pleasure, for family flying. High wings give unlimited visibility when and where it is needed. Yes, if you can drive a car, you can fly a Silvaire! See it today—order now for early delivery!

THE *Silvaire*
BY LUSCOMBE
First is ALL-METAL Personal Plane

LUSCOMBE AIRPLANE CORPORATION
BAGDAZ, TEXAS

MARKET ACTION OF 12 MAJOR AIRCRAFTS

| | 1945-46 Range | Peak of Recent Decline | Decline from 1945 High |
|--------------------------|---------------|------------------------|------------------------|
| Boeing | 22 1/2% | 96 | 32 1/2% |
| Boeing | 20 1/2% | 72 1/2 | 29 1/2 |
| Boeing | 20 | 71 1/2 | 27 |
| Consolidated-Vultee | 37 1/2% | 12 1/2 | 25 |
| Grumman | 12 1/2% | 5 1/2 | 25 1/2 |
| North | 10 1/2% | 60 | 24 1/2 |
| Fairchild | 50 | 20 1/2 | 20 1/2 |
| Grumman | 50 | 20 1/2 | 20 1/2 |
| Lockheed | 47 1/2 | 20 1/2 | 18 1/2 |
| Martin | 47 1/2 | 20 1/2 | 18 1/2 |
| North American | 18 1/2 | 8 1/2 | 10 1/2 |
| Piper | 14 1/2 | 2 1/2 | 11 1/2 |
| Republic | 49 1/2 | 24 1/2 | 15 1/2 |
| Sperry | 49 1/2 | 24 1/2 | 15 1/2 |
| Thompson Products | 49 1/2 | 24 1/2 | 15 1/2 |
| United Aircraft | 20 1/2 | 9 1/2 | 11 1/2 |
| United Aircraft Division | 20 1/2 | 9 1/2 | 11 1/2 |

(Up to March 4, 1946.)

Piper Incentive Pay Contract Points Way to Industrial Peace

The new monetarist pay plan put into effect by the Piper Aircraft Corp. (Aircraft News, Feb. 18) may point the way toward industrial peace, and achieve really large scale cost-cutting.

6 Heavily Blame Also Set—The actors.

• If any suggestion made by an employee is a substantial improvement in method or an time required, the job and rate will be investigated to

†Key Section—What is probably

The wage structure calls for an increase automatically every three months and totals ten cents for each grade over a year.

WIGGINS PICKED A WINNER!...

YOU CAN DEPEND ON

ESO

AVIATION PRODUCTS

SOLE IN THE 25 STATES INDICATED

"We appreciate those things, and so do the people who fly with us. We know that those men are going to make it their personal responsibility to see that we continue to get high quality fuel and lubricants under the Esso name."

12. If Heilmann, chief engineer of Douglas Aircraft Company's El Segundo, Calif., division believes young engineers will work better with experience before doing what they and predecessors have accomplished. In a rapid-fire quiz among the drafting boards he keeps \$100,000 worth of the original models of his firm's projects. This photograph reveals for the first time that Douglas once contemplated building a flying wing. The model of it, hanging from the ceiling and tagged "Project F," was built in 1937, but it was never flown. The present wingless vehicle still sits in the company's design store.

[illegible]



LOCKHEED SERVICE:

Reorganizing its worldwide business to service its equipment, Lockheed Aircraft Corp. has appointed Douglas Shaver, former general manager of Lockheed Aircraft Service, a separate division which will have personnel stationed all over the world along routes to be flown by Lockheed planes. Dennis Sherman, left, will manage the aircraft repair department, and Norman Wilson, right, will supervise sales. This service organization has no connection with Lockheed Overseas, Inc., the military service group which participated during the war and which is now dormant, although some overseas personnel may be transferred to Lockheed Aircraft Service.

Shooting Stars Use Jato Successfully

American jet fighters now may be considered to have a striking force never before possessed—the ability to work from the short, hastily built runways of forward combat zones.

This should be considered the prime evaluation of four days of exhaustive tests of a Lockheed P-30 Shooting Star given the added take-off power of two Aerojet Engineering Corp. "Jato" rockets of 1,600-lb. thrust each and 12 seconds duration.

Performance Is Good — At Van Nuys, Calif. Airport, the Jato-equipped P-30 broke ground in 1,100 ft. when loaded lightly and was off in 1,900 ft. with a full operational load of 14,000 lb. Without the Jato boost, a loaded P-30 requires a takeoff run of approximately 2,300 ft.

Nevertheless the Army has been impressed with a serious drawback in the ability of the P-30 and other jet fighters now under development in their inability to work from forward bases. Typically, the jet fighter has to depend on added fuel tanks to fly from a long-run-

way, a valuable military asset. In the Van Nuys tests two take-off procedures were used. For shortest takeoff the Jato units, mounted directly beneath the fuselage and normally slightly forward of the C.G. point, were fired shortly after the application of full turbine power. Another procedure was to delay the Jato firing until the P-30 had attained a speed in excess of 30 mph. The latter method gave the plane extended use of the rockets' 12 seconds of life after becoming airborne, and permitted almost vertical climb out of the airport at accelerating speed, distinctly valuable for interception work.

Jato Sees Unlimited — The Jato units apparently had no effect on the turn of the airplane, and no violent turn were related and discarded by a bomb release after firing. The Jato units dropped after firing without the ground impact and were considered usable for reloading.

Boeing Plane Operators to Get Company Aid

Boeing Aircraft, under its newly-authorized sales-engineering organization, is making plans to walk closely with operators and prospective operators of all Boeing equipment and to undertake modernization work.

Wellwood E. Beall, vice-president in charge of engineering and sales, announced that with wartime pressure of the company again is in a constant effort to meet all operations of Boeing aircraft, including owners of earlier models.

Will Handle Modification Work — Such assistance, he felt, will include not only the routine supplying of data on operation and maintenance, but also design of structural alterations to suit new uses and in some cases actual factory modification and special overhaul of delivered aircraft.

First place on the new program is a Boeing 247D commercial transport, property of Wain Alaska Airlines and veteran of nearly 3,000,000 miles of flying. This craft is at the Boeing plant in Seattle for modification. The 33-passenger transport, it is to be fitted with four additional wing seat tanks, faster automatic radio direction finder equipment and will be painted with new Boeing-designed markings. The new tanks, two of which will fit in each outboard wing, will increase the 247's range from 560 to nearly 1,300 miles.

WAC May Sell More Engines to Airlines

Sale of 702 surplus P&W engines to A.A. PCA and Brazil likely to be followed by others.

The sale of surplus Pratt & Whitney R-2800 engines to three airlines by War Assets Corporation is expected to be only the first of several other large or medium jet warred engine manufacturing industry.

As finally completed, the WAC deal with the airlines is for 702 used R-2800-34 engines—model no longer in production at a retail price of \$7,312,322. American Airlines is buying 447 for \$6,653,952, PCA, 206 for \$2,176,944 and Brazil Airways, 49 for \$479,336.

Airlines Get Savings—Individual engine price is \$10,040, about 75 percent of the cost to Government, but as little as 50 percent of what it would cost new from Pratt & Whitney.

P&W, as well as makers of other large transport-type engines, are accepting this loss of potential revenue—estimated to be a good part of a year's production for P&W in this line—as inevitable, although suggesting it nonetheless. WAC, while reaffirming its oft-stated policy that it has no desire "to put anyone out of business," points to its mandate to sell all usable surplus.

Space Parts Sought—Making the outlook even darker is the fact that WAC now is engaged in an attempt to locate spare parts for the 702 engines and assets that on one large sale of the motor it also will try to supply the buyer with spare parts.

P&W in mid-February sent out a letter to all airlines and other users of the engine in which it explained it could neither render spare nor supply spares for its P&W engines because war surplus model. This policy was adopted, it was asserted, because:

- Most of the engines in surplus are believed to be those manufactured by licensees and would thus vary in some particulars from P&W-made engines.
- Most of the engines are of discontinued models and in some cases even the tools no longer are available.
- The wartime price to the Government was too low to permit of servicing.

Despite this, P&W would have been agreeable to retaining to manufacture spare parts had received a firm order of sufficient size.



17,000-HP. SUPERFORTRESS:

Four 3,500-hp. Pratt & Whitney Wasp Majors power the Boeing XB-46, a redesigned B-29 which is designated as a prototype of Boeing's forthcoming B-66. The XB-46 is undergoing tests at Renton Airport at the P&W plant in East Renton, Conn.

Canadair To Convert 21 C-47's For TCA

Canadair, Ltd., Montreal, has set up a separate production line to handle the job of converting 21 C-47 transports for Trans-Canada Air Lines passenger use.

The new line at the government-owned and operated aircraft factory in Montreal does that on which new 40-passenger DC-6B's are being produced. First of these is to be ready late this summer. (TCA's engines say that surplus aircraft conversions for this line have grown that it is now a "small" DC-6.)

Acquired From U. S.—TCA already has its first converted DC-3's in operation on routes in Western Canada and expects the rest sometime this spring. The C-47's were purchased recently from U. S. surplus at \$80,000 each. Conversion cost are approximately \$150,000 per plane. That conversion will be available to inoperative service on the new international Toronto-Chicago and Toronto-Cleveland routes about July 1.

Babb Gets Newark Hangar

Charles H. Babb Co., aircraft sales and supply organization, has acquired the Eastern Air Lines hangar at Newark Airport, it was announced last week, and will move its warehouse there from Newark, N. J. The hangar will be used for servicing and remounting planes, combining storage, service and sales.

SPECIAL AIR SERVICES

CHARTER NON-SCHEDULED INTRASTATE

Non-Scheduled Lines Can Corner Air Freight Field, Analyst Says

Careful planning of details is necessary, however, Alvin P. Adams declares, adding that too many firms are rushing into business without sufficient preparation.

Non-scheduled air carriers are in a position to outstrip scheduled airlines in cornering the rapidly-growing air freight business, says Alvin P. Adams, Los Angeles aviation analyst, but they first must meet important organizational and operational requirements.

Adams, head of Alvin P. Adams & Associates, aviation consulting firm, asserts too many independent lines are rushing into business without taking care of the vital planning first.

Advantages Listed—"Primarily," he told *AVIATION NEWS*, "the independent carrier, properly organized, can do a better job than the scheduled carrier."

"Factors favoring the independent include flexibility, freedom from undercoloration in high-cost operations, and all-important freedom in choice of routes and destination. Don't forget that the key to volume freight is perishable fruits and vegetables, with back haul a lasting factor. An independent can move with the crops. It doesn't have to worry about trading in the loss of a competitor in the competitor's home territory."

"Consider, on the other hand, the effect of United Air Lines' crowding on Florida to capture a seasonal crop shipment, or the reaction of American Airlines should TWA or United come into the Rio Grande Valley of Texas."

"Survivability" Possible—"A factor against the air freight operations of scheduled carriers is that they are loaded with high-cost transportation. Air cargo must have low costs or the entire operation will remain a 'leaky bucket'."

"For the newcomer, the non-scheduled operator, there are no theories or facts fed through emphasis on passenger business. His

is not faced with the adoption of fancy terminal facilities for congested passenger-cargo operations. Nor does he have to figure upon making high maintenance and personnel costs for passengers with a cheaper system suited to air cargo handling."

"It goes to be hard for the established airline to figure a working scheme in which the passenger requirement is not dominant."

Barriers Admitted—"Although he calls for guidelines to develop the favorable position of non-scheduled carriers, Adams declares that the scores of small air freighting concerns now coming into being are confronted with serious barriers."

"For too many such companies are flying off the moment any type of equipment is available; rushing into operations without a working plan. Actually, the newcomer is playing for high stakes. He must plan, blueprint and organize before taking the air, or his road dream may crash."

"A solid basis for volume cargo business is a rate to the public of 10 cents per ton-mile, a rate within the reach of the non-scheduled carrier. Such a rate is immediately feasible with several types of equipment available as soon as it is available. The direct operating cost of the airplane must be 5 cents per ton-mile to meet the rate. This direct cost is possible, for example, with both the DC-6 and the Fairchild C-55 Parcel."

Financial Prospects—"With such equipment and public rate, a desired profit of one cent per ton-mile is possible, based on a traffic flow pattern of 85 percent load factor one way and 75 percent load factor for the return haul. Overloads of 50 percent would have to be maintained, and can be maintained."

"What the surviving non-scheduled air freighters will learn even-

tually by hard experience is notably lacking in the initial planning of many of today's beginning cargo carriers."

Practical Requirements—"They either are not aware of, or they are intent upon ignoring, several critical requirements of successful operation: 1) selection of suitable equipment; 2) organization of a business of experienced operating and business personnel; 3) thorough appraisal of business and sales opportunities in every major section of the country to insure balanced loads; 4) development of a traffic dispatch system to indicate load-haul problems and hold the ferrying of empty planes to a minimum; 5) adoption of a rate schedule which will cover loading costs; 6) early solution of airway and delivery problems; 7) consideration of refrigeration requirements."

NEW DEVELOPMENTS

Otto Airlines Maps N. J. Intrastate Service

Scheduled operation planned to supplement charter flights conducted by Otto Aviation Corp.; large scale now contemplated.

Newly-organized Otto Airlines, Inc., plans to start scheduled intrastate passenger service in New Jersey sometime this month, supplementing charter operations which have been conducted throughout the country for some time by Otto Aviation Corp.

Bringing together a group of nationally known aviation figures, the new company has authorized 5,049 shares of preferred stock, all of which has been taken over by officers and directors. At a later date, if Otto's petitions for new routes are approved by CAB, an offering of 1,000,000 shares of common stock is contemplated.

Officers Listed—Bennett R. Otto is president, John Wynne, well known earlier attorney in Washington, is vice-president, John E. Parker, of the investment firm of Washington, Parker & Holmsted, and president of Northwestern Aeronautical Corp., is secretary-treasurer. In addition to the officers, directors include two other aviation pioneers, Eugene Veld and Earl Clark Wilson.

Main offices and base will be at Hanger 11, Newark Airport. The two Lockheed Lodestars will be augmented with other transports



IT'S A RECORD!



Aviation records make news these days at the rate of about one a week. In just two months, three eight new speed-distance marks were logged.

Gann to Washington, Army "Dumbo", November 20, 1945 . . . Hartford to Seattle, Army "Dumbo", December 6, 1945 . . . Paris to Washington, T.W.A. "Paris Sky Club" December 9, 1945 . . . Seattle to Berkeley, Army "Dumbo", December 11, 1945 . . . Berkeley to New York, Army "Dumbo", December 11, 1945 . . . New York to Bermuda, Pan-American, January 15, 1946 . . . Bermuda to New York, Pan-American, January 15, 1946 . . . New York to Portugal, Pan-American, January 20, 1946.

CECO Corporation were on the planes which set all of these records. Was that a coincidence? We'll leave the answer to you, as we pledge continued research and development toward the records of tomorrow—and tomorrow.

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4000. Intrastate service will connect Newark, Camden, and Atlantic City.

Other recent developments in the same category include:

American Air Express Corp., 121 Fifth Ave., New York, has been formed by John C. Lambert, 32 of 81 Lewis St., Boston. Service to start April 2 will connect New York and Boston with Los Angeles and San Francisco, with feeder services to other points planned when additional DC-3s are delivered. Cargo rates will approximate express charges of the airlines but will include, without extra cost, door-to-door pickup and delivery service to from 80 to 30 hours coast-to-coast. Flight time will be 30 to 15 hours.

In addition to manufacturers and wholesalers shipments, individuals and heavy freight company is considering transport of money and valuables now handled by armored trains, department store and retail order business and week, radio and movie film. A CAB application is on file. It is planned to open business and sales offices in Boston, Los Angeles and San Francisco shortly. Lambert made 32 round-trip Atlantic flights as a wartime ATC pilot, and before the war was an airline pilot.

Caribe Airways, Inc., a Puerto Rican charter service owned and operated by Arturo Mendez, of San Juan, and using native crews, is beginning San Juan-Miami service. Flights also connects the Tampa bus and bus route line in San Juan. The line's DC-3 equipment will use Miami's 39th St. Airport.

Express Airline International, S. A., has opened low-fare Latin American daily round-trip passenger service between Miami and Havana, under CAB temporary approval. Two daily round-trips will be offered within a few days, according to Donald W. Stewart, executive vice-president, New York office of the firm at 401 Madison Ave.

Far Service Plans, Ltd., Griffin, Cal., will start a scheduled service between Toronto and Griffin, and into the northern lake region after the summer. J. D. M. Gray, president, announced. Flight-equipped Stinsons will be used with Republic Seaboard to be added when available. All of the company's personnel are veterans.

Frontier Air Carriers Association, organized by seven Miami-based charter and charter operators (Aviation News, Feb. 23) has had 18 members. It has acquired far use of participating companies, a gate, landing ramp, a booth in the



DIRECT TRANSAIR:

Col. Deering Howe (left) discusses the New York-Miami operation of Transair (Aviation News, March 4) with his partner in the new company, Ralph Pennoch. Col. Howe is a New York corporation attorney and a nephew of the late John Deering. Pennoch was formerly vice-president in charge of sales for Polair Aircraft and later was associated with Aviation Corp. and Howard Hughes' Century Vert, only later and now director of Aviation for Westinghouse, also with the company, first charter operator of four-engine passenger transports. Two reversed C-47s are flying between New York and Miami.

administration building, porter service, attendants, 24-hour phone service, baggage scales, microphone cut-in on the public address system and bulletin board for expedited arrivals and departures. The association also succeeded in winning suspension of a schedule of rate leading time, but still is seeking relief on rate of 10¢ per passenger on both arrivals and departures and a Dade County tax of 5¢ a gallon on aviation gasoline.

Great Circle Airways, Inc., New Orleans Airport, expects to start air freight operations about April 1, according to Robert C. Mulahy, president, with three C-47s in initial service.

San Diego Sky Freight, Longridge Field, San Diego, Calif., has been organized by five air force veterans using a C-47. Edwin F. Bennett is spokesman for the company.

Seaplane Air Freight, Inc., will start operations from Seaside Airport, Philadelphia, on March 15, according to J. Gilpin Wright, president and ex-Flying Tiger. Three C-47s will be used. Basic rates will be like a taxi rate but will vary with loads and distances. Company is negotiating with Carolina Ferry to transport flowers to the Philadelphia area. Peter Wright is vice-

president. Joseph Wright is secretary-treasurer.

Texas-Oklahoma Airlines, Inc., proposes a 1,400-mile Okla state passenger service linking Tulsa. Organizers are A. E. and C. E. Krawford, executives of Knowlton Construction Co. Bellefonte, Okla. Associated with them are E. B. Vanden, who formerly operated airports at Springfield, Bradley and Bowling Green, and James H. Goetz, formerly with American Airlines and TWA.

Chesapeake Airways, Inc., Baltimore Md., has acquired a second C-47 which will be converted into a 26-seat trim, and Maryland state service is now set to start in April. Oliver Brown, Okla. City, who has leased Barton Airport, has set a schedule of landing fees based on number of seats in planes using the field, instead of computations based on number of passengers, the base rate, and it may be necessary to pass over this city.

East Coast Aviation Corp., headed by John T. Griffin, former North-east Airlines operations manager, expects to start unscheduled cargo and passenger flights this week linking Boston, Providence, New York and Miami. A DC-3 will be used. Three single-engine

Vulcan transport trainers will be used to establish an instrument route at Rhode Island State Airport, Hingham. Company already has 44 employees at Hingham, some converting a DC-3 for Great National Railways. Griffin, well known as a flyer and former fixed base operator in New England, helped lay out the ATC's North Atlantic route at the beginning of the war, later aiding establishment of ATC routes in Germany.

PGA Aerial Freight Lines, to be located at Oakland, Calif., has acquired five C-47s and already has made delivery of 300-lb. of furniture. The non-scheduled flights will carry miscellaneous cargo, and passengers will sit in basket seats. Original plan, called for Detroit Airport as firm headquarters. All employees will be ex-GIs. Edwin M. Booth, ex-Flying Tiger is the company's founder.

Waterman Airways, Mobile, Ala., will start passenger service between its Alabama cities today, following the same route which was opened for cargo operations last November—Mobile, Dothan, Montgomery, Birmingham, Knoxville and Macon, Ga. The company is subsidiary of Waterman Steamship Corp., is taking delivery of its second Lockheed Ledaister.



Executives of air lines who are responsible for operating their companies at a profit are anticipating commercial aviation gasoline of even higher antiknock quality . . . and engines designed to utilize it. They realize that such a combination will help to increase payloads and cut costs during the years of intense competition which lie ahead.

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 New York City



Manufacturers of Ethyl fuel, used by oil companies to improve the antiknock quality of aviation and motor gasoline.

PERSONNEL

PAA Names Tomney Head Of Latin American Division

Shaughery W. Tomney (photo) has been named manager of the Latin American division of Pan American Airways to advise the company on all matters pertaining to the West Indies. At the beginning of the new Tomney is joined and directed PAA's Administrative division for the United States. He has previously managed the company's division in Argentina, Uruguay, Brazil and Paraguay.



E. A. Peterson (photo), for four years chief of the airline's cargo branch at Wright Field, has returned to Lockheed Aircraft Corp. to head the company's CAA liaison office in staff position in charge of commercial airframe Peterson was 30 California originally as a CAA technical engineer to establish and direct CAA's west coast branch.



Northrop Aircraft Elects

Richard W. Miller has been elected vice-president of the board of Northrop Aircraft, Inc. John W. Myers has been elected vice-president in charge of sales and A. C. Morgan has been named assistant secretary. Miller formerly was president of Valtek before it was merged into Canadian-Victor Aircraft Corp.

William F. Johnson has joined United Air Lines as assistant representative of communications in charge of international development Johnson was with American Telephone & Telegraph Co. before entering the United Air Lines.



He served as a staff communications officer with the task of cultural

George Wolfe has resigned as president of the Irving Air Chute Co., Buffalo, although he will continue as a director and act in a consulting capacity. **Leslie R. Davis**, vice-president, has been elected president of the company on recommendation of Wolfe who resigned because of his health. Davis has been associated with Wolfe in the management of the company for 21 years and has managed the foreign activities, being managing director of the British firm.



H. Neil Adams (photo), former chief of operations for the psychological warfare division, SHAF, has been appointed as a director of the State of Illinois and at one time was president of the Young Democrats of America. He is a lawyer.



Col. George H. Stanley has been named a member of the sales staff of Chandler-Burns Corp., division of New-Boston-Peak Co. Stanley formerly served with Boeing Aerospace Co. and Douglas Aircraft Co.



Col. M. E. Stenham, director of health and methods in the administrative division of Transcontinental & Western Air, Inc., has been awarded the Legion of Merit. He served as executive and former deputy to Brig. Gen.



Thomas E. Wilson TWA board chairman in the Chicago-Memphis route in the transportation corps.



Capt. Teo Sotelo (left) has been named district general manager for

Scott, Briggs Promoted By Northeast Airlines

Following the resignation of William B. Briggs as vice-president in charge of traffic for Northeast Airlines a reorganization of the traffic and sales departments was announced.



George F. Smith (photo), formerly vice-president of passenger service, became general traffic manager and will be responsible for reservations, ticket offices, stations and station personnel, cargo and emergency services, and inter-airline service and **William H. Smith** (photo), former traffic manager, Smith has been with Northeast for 12 years.



Boyd J. Wilson (photo) has been named supervisor of ground transportation by Northeast Airlines which has a program of overhauling and expanding its ground transportation with previous experience in truck and airport personnel to and from airports.



Robert J. Wilson (photo) has been named supervisor of ground transportation by Northeast Airlines which has a program of overhauling and expanding its ground transportation with previous experience in truck and airport personnel to and from airports.



D. L. McManis (photo) has been named assistant to the vice president, operations of United Air Lines and will be stationed in Chicago. He has been manager of the company's aviation training center at Oakland, Bay Area, and is a retired traffic manager for United in Vancouver, has been named as the new traffic and sales manager for the company. He is succeeded in Vancouver by **Gladys Davis**, formerly of the Seattle office.

TRANSPORT

New Trans-Atlantic Fares Drafted As Stop-Gap Pending Cost Study

IATA conference has revised rates on New York-Paris fare; PAA absent from voting; round-trip discounts, increased baggage allowances are adopted; new meeting set for June 3.

Offering only a schedule of temporary fares for North Atlantic airlines for the approval of the U. S., Canada, Britain and Swedish governments after a week and a half of deliberation, the North Atlantic Traffic Conference has given a welcome submission, said June 3 to be in a report on operating costs on which the conference may have proposals for more permanent and possibly cheaper ones.

The conference set up by the International Air Transport Association, based the new schedule of temporary fares on the \$375 for the round-trip between New York and Paris which has the effect of lowering the New York-London rate to \$340, from the present \$353, also calls for some adjustments upward, notably raising PAA's \$240 New York-Shannon rate to \$210. The new London rate is \$375, as against TWA's current charge of \$380 and PAA's of \$390.

Effective April 25-21 the reduction of the four governments approved the proposal by April 1. The new rates will go into effect April 15 and will expire July 31 at the latest unless approved earlier by new, approved rates.

By contrasting the rates on the rate and mileage between New York and Paris the conference looks as the norm as mileage of between 16.3 and 10.4 over a mile, whereas the present revenue is New York-London is about 10.4 miles.

Gateway Principle Adopted—Not only was a rule pattern thus established but a further principle was laid down that rates be fixed from gateway to gateway on the Atlantic to gateway on the other side. In the United States the gateway is Boston and the trans-Atlantic fare from New York to Shannon, for example, is exactly the same as trans-Atlantic fare between Boston and Shannon plus the domestic fare between Boston and New York—even though the actual flight is about 700 miles. New York to Shannon Gate-



SILA ORDERS STAY OF CRUISE:

Four Boeing Stearman bombers have been ordered by SILA, Swedish International Airline, to stay at Stockholm airport. Looking at left to right, are: William H. Johnson, TWA chief engineer, William F. Smith, Boeing vice-president in charge of engineering, and President William M. Allen of Boeing. One of the four planes which will cost more than \$6,000,000, will be delivered early in 1947. Boeing already has a contract for 26 of the four-engine, double-deck ships with Pan American Airways, and is negotiating with Northwest Airlines, TWA and American Airlines.

New Conferences

International Air Transport Association's European traffic conference convenes today (March 11) in Paris, and the Middle East traffic conference has been set for March 16. North Atlantic conference, which started in New York Feb. 28, was the initial one session. IATA is organizing its European traffic office in Paris at 3 rue Taitbout with Valentin G. Boreau as secretary.

double the New York-Boston domestic tariff (on which there is no discount).

Other discounts were:

Express rates shall be eight-tenths of one percent of the one-way passenger rate per kilogram (2.2 lbs.).

For children less than two years old, the rate proposed is 50 percent of an adult's fare; for children between the ages of two and twelve, the rate is 66 percent.

For baggage allowance was increased from 35 kilograms (75 lbs.) to 30 kilograms (66 lbs.).

The excess baggage rate was set at one percent of the full one-way fare per kilogram.

PAA Absent—The new resolu-

Federal Competition With Private Enterprise

THE proposal by CAA that it warehouse parts for, and do repair work on, its 231 aircraft has met with so many and varied objections by the segments of the industry interested in the matter that there is a danger that the most compelling reason against CAA's proposed course may be lost in a welter of huckstering over less consequential aspects.

The Aeronautical Training Society, in adopting a resolution condemning CAA's repair base proposal, cites five reasons: (1) It is wasteful of public money; (2) It puts government into competition with private business; (3) It is doubtful that such an experiment, once started, will ever be terminated; (4) There is no assurance that CAA's base would not become a repair and overhaul center for other government agencies; (5) It threatens to slam the door of opportunity in the face of every returning air force veteran who aspires to set up his own aircraft repair business. All of these points merit interest. Secretary of Commerce Wallace, defender of small business.

Objections put forth by others are that CAA must employ perhaps 1,000 persons to carry out the program and spend as much as \$900,000 a year; that CAA did not consult the industry (despite the Administrator's pledge to the Non-Scheduled Flying Advisory Committee that he would be guided by its advice on "matters within its province" in determining CAA policy); that the industry could do the job as fast as and possibly more economically than CAA.

When the responsible subcommittee of the House

Appropriations Committee resumes consideration shortly of CAA's 1947 budget, it will have before it these objections. It is quite conceivable that CAA in its defense, can batter down most of them, particularly as opponents admit that CAA business in the past was *swift and often unprofitable*.

But what CAA cannot argue down—and what aviation should concentrate its fire on—is the philosophy involved. It is *Part 2* of the ATS resolution, whether or not it is proper for the government to perform itself a function heretofore reserved for private enterprise.

The point at issue is not whether in the execution of CAA's plans it employs one additional person or 1,000, whether it spends one dollar or thousands. Basically, the issue is not whether the industry was consulted or not. It is not whether eventually the CAA base will do work on planes of other agencies. These arguments have some merit, but they are subordinate to the fundamental objection that performance of any service by the government that can be performed by private enterprise is inimical to our system of free economy.

The sting of a multitude of objections to the CAA project may well result in confusing the issue to the extent of permitting the plan to be fulfilled. But there can never be a valid relaxation of the principle that government encroachment on private business is bad of itself.

ROBERT H. WOOD



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of this compass recommends it as a replacement for the conventional Directional Gyro—and, in fact, it is now accepted by the CAA.

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